PRESIDENT : The question time is over.

The House was discussing Mr. Asan's motion on Public Works Demand, No. 247.

VOTING OF GRANTS.—(*contd.*)

DEMAND X—PUBLIC WORKS DEPARTMENT.

Motion 247.—(contd)

MR. R. RAMAN PILLAI (*Changanachery* cum *Peermade II*) : Sir, I support Mr. Asan's motion. In doing so, I wish to bring to the notice of the Government and the Chief Engineer the mis-use or mis-appropriation, if I may say so, of the money allotted for the maintenance of minor roads such as ryots' roads, and some such small roads. The practice obtaining in the Department is that both extremities of such roads will be repaired and the middle portion will be left without being repaired and the whole money allotted for that road will be entered in the accounts as spent. If the Chief Engineer is prepared to inspect such roads, I am sure I will be able to bring the offence to his knowledge and prove it to his satisfaction. I suggest, to avoid such misappropriation in future, the Chief Engineer will try his best to entrust maintenance of such roads to the people of the locality who are interested in such roads. If the Chief Engineer is unable to find such men who will be able to take up the work and whom he can trust, I am prepared to find reliable and capable persons and produce them before the Chief Engineer.

MR. L. H. JACOB (*Ag. Chief Engineer*) : For the whole State?

MR. R. RAMAN PILLAI (*Changanachery* cum *Peermade II*) : No. Only for certain places in the Changanachery and Kottayam taluks; but, if necessary, for the whole of the State. To bring these facts to the notice of the Government and the Chief Engineer, I support the motion.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Sir, I support the motion before the House. My object in doing so is to bring to the notice of the Government as well as the Chief Engineer.

MR. L. H. JACOB (*Ag. Chief Engineer*) : A little louder, please.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : In doing so, I wish to bring to the notice of the Government as well as the Chief Engineer the half-hearted measures they have adopted in attending to the local needs of the people in the country parts. Taking the condition of communications into consideration, I am sorry to observe that the Government seem to take the attitude that they do not exist for the welfare of the people in the rural areas; and if at all the P. W. D. commence starting some works they are sure to be left part finished, whatever urgency there might be about them. For instance, I may be permitted to refer to the condition of the roads in my constituency. As a result of the representations made in the Popular Assembly and

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[Mr. S. Nilakanta Pillai.]

the Legislative Council, the construction of three roads, namely, Attingal-Dalavapurom Road, Kallambalom-Karettu Road, Kilimanoor-Madavoor Road and Ayiroor Road had been commenced ; some sections have been finished ; but the remaining work has been suspended on the plea of financial stringency.

PRESIDENT : I think we had quite sufficient discussion last day on local needs and I rule out of order any reference to specific roads today. Otherwise we shall not get on to any general question at all.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Only a reference, Sir, by way of illustrating my point.

PRESIDENT : No mention, please, of any specific roads.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Sir, the previous speakers on this motion were allowed to refer to local needs and I think that right will not be denied to me. The roads the construction of which has been already taken up by the Government during the past three years should be immediately attended to and their work completed as early as practicable, so that the difficulty and inconvenience that is now being experienced by the people on account of the incomplete state may be removed.

In order to facilitate easy traffic and minimise the difficulties of the people in my constituency, two new roads have to be opened – one from Pallikkal to Velinalloor and the other from Avanavancherry to Vamanapurom Satrom. Even the breaches—one on the Attingal-Chirayinkil road and two on the Kilimanoor-Madavoor Road—caused by the recent floods have hitherto not been closed up. I hope the immediate attention of the Chief Engineer will be directed in that behalf.

In the matter of protective irrigation works also, Government seem to be indifferent towards the people in the country parts. There is scarcity of water supply for agricultural purposes in country parts. There are ever so many irrigation tanks in many parts of Travancore which have been enclosed either through the indifference of the Land Revenue Department or through the enterprising spirit of private individuals. I think the scarcity of water can be avoided by the construction of irrigation tanks all over the State. At the head of every *ela* we can see the faint existence of some irrigation tanks. An investigation has to be made and such tanks have to be found out and improved. Some more tanks have to be newly constructed for sufficient supply of water for agricultural purposes. To ensure protection to irrigation, dams have to be constructed wherever they are found necessary. As regards my constituency, there is pressing need for two, one at Putharamoola in Edacode and the other at Koonthaloor.

With regard to buildings, I invite the serious attention of the Chief Engineer to the V. P. School at Koduvazhannoor.

PRESIDENT : Your time is up.

MR. S. NILAKANTA PILLAI (*Chirayinkil II*) : Just a minute more, Sir. It fell into disruption two years ago and the school is now being

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conducted in a rented building. It is not sufficiently accommodative and it is not properly ventilated. To hold a school there is injurious to the health of the pupils. So I request the construction of the school building be immediately taken up.

Money is required for the satisfaction of these local needs. The Government will ask where the money is to come from. I answer by saying that they can find funds if they are earnest about it; if they do not want to grant the humble prayers of the people, they can take shelter under financial stringency.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, I support Mr. Asan's motion, and in doing so; I wish to refer to certain general matters of principle, in connection with the expenditure for P. W. D. The expenditure for the P. W. D. as in every other business proposition, is usually referred to as 'normal' and 'abnormal'. By 'normal' I mean expenditure which can be anticipated, estimated and budgeted for. The abnormal *i, e.*, extraordinary expenditure is that which could not be foreseen. The maintenance of the existing roads, canals and other means of communication, the completion of works already started, and the starting of works already budgeted for, these can easily be called 'normal'. The unprecedented floods this year which washed away so many bridges and caused ever so many breaches afford an example of abnormal expenditure. The repair and reconstruction of these roads and bridges would be abnormal expenditure. In the case of normal expenditure, which I referred to earlier, it is the duty of the head of the P. W. Department to see that it is provided for in the Budget and it is to carry on these normal functions of the Department that that Department exists. So far as those items of expenditure are concerned, my submission is that it is not for the Head of the Department to say that he has not got funds. It is his duty to see that funds are obtained from the Government; and if the Financial Secretary refuses funds it is for him to approach Government and see that funds are sanctioned. It is the duty of the Financial Secretary to raise as large amounts as necessary to carry on the normal functions of the Government. The plea of the head of the P. W. Department that he has no funds to carry on these normal functions of the department, I submit, is a plea of guilty, unless he can show that there were abnormal conditions for which abnormal expenditure was necessary in any particular year, and that funds of the normal variety had to be diverted for those items, because Government could not find funds for those abnormal items of expenditure. But such a plea has not yet been raised by the head of the P. W. Department. If such a plea is raised, then certainly this House would go into the merits of that plea. As it is, there is no such plea. The only plea that is put forward is want of funds. Mr. Asan's interpellations as well as those of some other members have brought to light that many works which were started and for which funds were allotted have been left either incomplete or have not yet been undertaken in pursuance of the original allotment.

Is this the way of preparing the budget? Is this the way of providing for the beginning of any work? A large sum of money is sunk

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Mr. R. Sambasiva Aiyar.]

on a project and that is still lying incomplete, because the Head of the Public Works Department says 'No funds'. My submission is, it is not a plea which this House should hear, because it was a normal function of the Department. Once the work has been undertaken, or once it has been budgeted for, the abnormality about it has ceased. It is only on the assumption that it will be carried through that it need find a place in the Budget. Otherwise, why should it be brought in this House? My submission is that since the Head of the Public Works Department has nothing to tell us why there are 'no funds' and why there is this lack of funds for works already started, this House should show its disapprobation of the Public Works Department in its mode of doing things. As Mr. Asan's point in moving this token motion is to point out that the works for which funds have been allotted were not started and even the works which have been started are left unfinished, I submit that this motion should be carried.

MR. V. T. CHACKO (*Muvattupuzha I*): Sir, it is usually found that the funds that are allotted in the budget for the year are either allowed to lapse or to be appropriated for other purposes. Sometimes a work is taken up and money is spent on it. But it is not properly done or it is left undone, or partly done. Such cases are not rare, especially in the rural parts. In the rural parts, the villagers require roads and minor irrigation works. They are badly in want of such works. But their wants are not looked into. Now, when budget allotment is made, the villagers have certain works in the village or in the rural parts. They yearly wait to see how the work is done and they are very jubilant, and rightly too, to see that the work is done. But what would be their disappointment if it is not done at all? A work may be taken up and left half done or partly done. It is no wonder that the villagers grudge the position of the town people. They have no roads to walk through even while town people have got tarred or cement roads. It is said that the Government wipe the tears of only those who make the loudest cry and they have no ears to hear the groans of the villagers. If the village roads are converted into cart roads, it would be a boon to the villagers. Especially, in the taluk of Muvattupuzha, there are lots of village roads which might be converted into cart roads cutting the main roads. If they are made cartable with a bridge or two over some canal or channel, it will be a great benefit to them. They can take their articles for sale to the markets of Muvattupuzha and Perumbavur and also they can go to the Public offices in either of these taluks. I have no hesitation in supporting this motion.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Sir, I rise to support the motion before the House. Much has been said with regard to the question of development of roads and communications. I wish to refer to one aspect of this problem and that has been indicated in the Administration Report relating to the Public Works Department. At page 155 of the Report, it is observed:—

> "The phenomenal increase of motor traffic during recent years has led to the elaboration of a programme for widening the old highways to suit modern requirements and the allotment of increased maintenance grants".

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Government have therefore recognised the need for the adoption of a programme for generally widening the main roads on which the motor traffic is concentrated. But I fail to see if any programme has been worked out at all. I would like to know what particular programme they have laid down already and what their programme is for the future. This is a very important aspect of the problem relating to development of roads, having regard to the increase of motor traffic. I would attach more importance to this aspect of the problem than to the extension of roads in tracts which are not already opened, not that I am behind others in my enthusiasm for the development of communications in parts which are not already well served by roads. But I would, in view of the increased motor traffic, emphasise the importance of, or attach more importance to, this aspect of the problem. I would like the Chief Engineer to enlighten us as to what programme they have already taken up and what their programme is for the future. I would also suggest that a certain percentage of the total allotment under communications be earmarked for this purpose until their programme for widening the roads is worked out.

With regard to the question of the opening of new roads, I wish only to make one suggestion. I would emphasise the importance of opening approach roads to railway stations which are not served by roads. I know that there are now one or two railway stations which are not served by roads. Such roads should be taken up immediately.

In this connection, I would also draw the attention of Government to the condition of our roads in general. The condition of our roads is deteriorating from year to year. Of course, the Chief Engineer also refers to it in his Report for 1107, that for want of funds the roads are deteriorating. If we allow our roads to deteriorate in this fashion, I believe we will have to spend abnormally large amounts as years roll on and it will be difficult to restore them to their original state. I would only invite the attention of the Government to the condition of the roads in British India where the Local Boards have devoted special attention to the improvement of the condition of their roads. Our roads are very much inferior to the roads in British India now-a-days. Some years back they used to quote the efficiency of our roads as an example to be followed. But we have to look to them now for an ideal. I hope that my remarks relating to the improvement of the condition of the roads and to the programme of widening main roads in general will receive the attention of the Government.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*): I move that the question be now put.

MR. L. H. JACOB (*Ag. Chief Engineer*): Sir, the motion of Mr. Asan is to point out that the works for which allotment was made were not started. I would point out that in the years 1104 to 1107 grants have been put into the budget for works for which no investigation of any kind had been made and therefore it meant that there would be delay in carrying out those works until the estimates had been prepared and sanctioned by Government. For some works, considerable

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[Mr. L. H. Jacob.]

time had to be taken in the preparation of estimates; and we found that, when we came to investigate them, these works would cost a considerable amount of money, the estimates running into thirty to fifty thousand rupees for roads in rural parts which no doubt to the local people appeared important. But from the general stand-point of the department, we could not say that they were so very important; and though funds were often seen provided in the budget for works for which no estimates had been prepared, we had the strict orders of Government that on no account were the funds to be spent until Government were advised as to the ultimate cost of the scheme. This would mean that funds allotted in one year would not be spent on that particular work. That was hardly altogether the fault of the department. As I said, it takes a long time to prepare these estimates. We have not got any special staff and the local Section Officers and Division Officers have to give some time from their supervision work to attend to these matters and consequently, unfortunately, we have necessarily to be rather slow,

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Is it the Chief Engineer's view that his staff has got too much work to attend to this preparation of estimates and sketches?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Yes.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Then may I know what their work is?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Looking after the maintenance of miles of roads and carrying on the works provided in the budget and incomplete works.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Is it not known to the Chief Engineer that, with regard to new works, our allotment has gone down by about 25 to 30 per cent?

MR. L. H. JACOB (*Ag. Chief Engineer*) : That may be so. But that does not affect the work of the officers,

MR A. S. DAMODARAN ASAN (*Mavelikara*) : As a result of that, has the work increased or decreased?

MR. L. H. JACOB (*Ag. Chief Engineer*) : The work of the staff has not decreased in any way. They have still to attend to their normal duties.

MR. S. J. NAIR (*Nedumangad*) : May I know when the construction of the Chittar road was begun?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I claim notice.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : If there is a larger allotment, will there not be an increase in work? When there is a smaller allotment, there is no decrease in work?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Certainly there is an increase in work when there is a larger allotment.

It was stated that an allotment made in one year lapsed in the next year. Unfortunately during the last few years we have had to consider seriously which works are urgent and which are not, and

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which might lie over without great inconvenience to the people, owing to financial stringency. Therefore several grants had to be cut down in 1106 and 1107. In case of works for which estimates were sanctioned and which might have been taken up, other difficulties also arise. For instance, there is the difficulty in getting land. For various reasons, best known to the Revenue Department, a lot of delay occurs in the acquisition of land and in handing them over to the P. W. D. Sometimes people object to a particular alignment. They do not want a road to go through their compound; they want it to go through their neighbours'. That is why delay occurs and funds provided have to be surrendered.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): May I know whether delay in land acquisition involves any loss to the Government or to the contractors concerned?

MR. L. H. JACOB (*Ag. Chief Engineer*): There is no loss to any contractor unless the work has been started. Occasionally works have to be stopped owing to shortage of funds. A work is always started only after the land has been got.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon I*): Suppose in the alignment of a road a deviation or widening is necessary?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes, that may happen. But I do not think that will cause any loss to the contractor.

There are, therefore, a variety of reasons which induce the department to surrender funds. I do not think they are entirely to blame in not carrying on these works.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Did not funds lapse in the previous years?

MR. L. H. JACOB (*Ag. Chief Engineer*): I do not think 'lapse' is the correct word. Funds are diverted.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): I find that word in the Administration Report. That was why I used it.

MR. L. H. JACOB (*Ag. Chief Engineer*): Funds are diverted for flood damages. As works are held up for the reasons I mentioned, we divert those funds to works necessitated by flood damages.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): This year, there is a provision of roughly Rs. 30 lakhs. Is the Public Works Department in a position to spend the whole money provided in the Budget? I am asking about the spending capacity of the Department.

MR. L. H. JACOB (*Ag. Chief Engineer*): The spending capacity is limited to Rs. 34 lakhs.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*): Is not a larger amount provided in the budget than what the Department can actually spend in the year?

MR. L. H. JACOB (*Ag. Chief Engineer*): We can spend the whole amount provided everything is favourable.

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MR. S. J. NAIR (*Nedumangad*): May I know from the member whether allotments are made for the maintenance of the roads already constructed?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes, they are made.

MR. S. J. NAIR (*Nedumanagd*): May I remind the member that no allotment is made for the Chittar road?

PRESIDENT: Mr. Nair, did you not hear my ruling? You must not allude to particular roads. It is in your own interests I made that ruling.

MR. L. H. JACOB (*Ag. Chief Engineer*): To prevent lapse of funds, and to adopt more methodical working in future, it was enunciated by Mr. Westerdale in the last Council that the Department should carry out only those works for which funds were provided in the budget.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Was that proposal adhered to in the 1107 budget?

MR. L. H. JACOB (*Ag. Chief Engineer*): I think it has been adhered to as far as possible.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): What is the impossibility in adhering to it in the next year's budget?

MR. L. H. JACOB (*Ag. Chief Engineer*): It is being attempted to adhere to it. There are some works provided in the budget for flood damages for which estimates are due.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): May I draw the attention of the Chief Engineer to the Appendix in the budget containing the list of new works, wherein certain cases funds are provided before the preparation of the estimates?

MR. L. H. JACOB (*Ag. Chief Engineer*): There are some items like that. They are put in with the approval of the Government. With regard to new roads, we shall endeavour in future to carry out only those works for which estimates are sanctioned and funds are provided for them in the Budget.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): I wish to ask one or two questions. The amount of money surrendered last year comes to Rs. 5½ lakhs.

MR. L. H. JACOB (*Ag. Chief Engineer*): That was due to retrenchment. We had orders to surrender those funds.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): Was that because of financial stringency alone?

MR. L. H. JACOB (*Ag. Chief Engineer*): Yes.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): So, if you have not got more money, you will not be able to start more works?

MR. L. H. JACOB (*Ag. Chief Engineer*): That is so.

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MR. T. K. VELU PILLAI (*Trivandrum-Urban*) : In regard to maintenance works, may I ask the Chief Engineer whether communications and other things will be kept in good repairs?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Every endeavour will be made to do so. As I said on Saturday, I find some roads require more grants and I am endeavouring to see if we cannot increase them.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): At page 2 of the Administration Report of the P. W. D., it is stated as follows :

"It is hoped that the 15 per cent. will soon be restored as otherwise a general and rapid deterioration of the roads in the State may be definitely anticipated."

So, I asked the question.

MR. L. H. JACOB (*Ag. Chief Engineer*) : Yes. As I said, we shall try in future to provide only for those works which we can finish. It is much better to provide a substantial allotment for one work and finish it quickly than distribute money over a number of works which cannot be finished.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : What about the Road Fund to which I referred?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I will come to that.

It is much better to finish one road at a time than take up a hundred roads all about the country which cannot be finished and which will be of no benefit to anybody. We shall do what we can in that direction in the coming years. Of course, it will all depend upon the funds Government can give us.

Complaints are made about roads being left partly finished. That might be due sometimes to want of land. As Mr. Krishna Pillai suggested, we may have to make deviations in the middle of a work. We may have to revise the alignment and there may be delay in getting land. Consequently the allotment cannot be fully spent. Sometimes we may find that there may not be very great urgency in pushing on certain works which could lie over until the financial stringency is over.

MR. E. V. KRISHNA PILLAI (*Pattanamtitta*) : According to the member, will the Department find it more feasible to serve the public if people co-operate with the Department in such matters as the granting of the land ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Yes, that will assist us very much and we will be very thankful to them.

MR. E. V. KRISHNA PILLAI. (*Pattanamtitta*) : Will such a generous step take us far ?

MR. L. H. JACOB (*Ag. Chif Engineer*) : Yes; if they do so, it will take us very far.

One member raised the point about the maintenance of village roads. Possibly there may be complaints about work being kept at one end of road and also at the other end, leaving the middle. In those cases we find that the grant may be very small. For about five miles

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of road the grant may be only Rs. 90, that means Rs. 18 per mile. In such cases we will not be able to carry on repairs in the whole length. We have plenty of cases in the Quilon Division where the local people came forward. We have entrusted roads to the care of Co-operative Societies which have done a good deal of work.

Mr. Karayalar said that for widening of roads and easing of curves for the safety of motor traffic money should be sufficiently spent. For this purpose monies are being spent in the main roads; and with the aid of the Road Development Fund we hope to make improvements in case of other roads as well. I hope I have sufficiently explained to Mr. Asan and I request him to withdraw the motion.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : Nothing has been said about Road Fund.

MR. L. H. JACOB (*Ag. Chief Engineer*) : We have a Road Development Fund.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): I suggested a Road Fund. Amounts that lapse every year may be put in as funds and utilised next year.

MR. L. H. JACOB (*Ag. Chief Engineer*) . That is a matter for the Financial Secretary to answer.

MR. A. S. DAMODARAN ASAN (*Mavelikara*): Why not the member consult the Financial Secretary and give me an answer on behalf of Government ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : That matter will have to be placed before the Government and requires a lot of consideration.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : May I ask the member whether hereafter the policy of his department will be a definite programme of opening roads and that works sanctioned and started—no matter how variable on account of contingencies and unforeseen circumstances—be carried out.

MR. L. H. JACOB (*Ag. Chief Engineer*) : As far as possible.

MR. P. K. NARAYANA PILLAI (*Ambalapuzha I*) : Hence it is added on account of contingencies an unforeseen events—

MR. L. H. JACOB (*Ag. Chief Engineer*) : There may happen circumstances beyond the control of the department when the Chief Engineer cannot be blamed. As far as possible, works sanctioned and started will be taken up in hand and carried on to completion.

PRESIDENT : The motion is that the question be now put.

The closure motion is carried.

MR. A. S. DAMODARAN ASAN (*Mavelikara*) : My complaint is that there is no definite scheme for the department in carrying out works which are absolutely necessary for the development of our communications. All that I wanted the Chief Engineer to see is that the

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works for which allotments are made in the budget are carried out and that the amounts either do not lapse or are not diverted. Now the Chief Engineer says that it was the practice from 1104 to 1107 to surrender a certain portion to Government. He has included in the budget a number of items for which estimates are not ready. He promises that he would see that in future allotments are made only with regard to ripe works which could be carried out without any delay. He has also promised to consider seriously the question of having a Road Fund which would enable the department to have reserves with them for carrying out works which could not be completed in the current year. Owing to this assurance, I beg to withdraw the motion.

PRESIDENT : Does the House permit the motion to be withdrawn?

The motion was by leave withdrawn.

The following motions were not made.

MR. M. K. JANARDANA KAMATH :

248. To reduce the allotment of Rs. 33,816 for establishment by Re. 1.

MR. POTTAYIL S. KRISHNA PANIKAR :

249. To reduce the allotment of Rs. 33,816 for establishment by Re. 1.

MR. T. K. ALEXANDER ;

250. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.

MR. S. CHATTANATHA KARAYALAR :

251. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 5.

MR. M. MAHOMED HANEEF :

252. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 5.

MR. S. J. NAIR :

253. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 10.

MR. POTTAYIL S. KRISHNA PANIKAR :

254. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.

MR. N. K. KRISHNA PILLAI :

255. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.

MR. K. M. KURIAKOSE :

256. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 5.

MR. S. NILAKANTA PILLAI :

257. To reduce the allotment of Rs. 3,600 for travelling allowance by Re. 1.

MR. EDAVANATT S. PADMANABHA MENON :

258. To reduce the allotment of Rs. 3,600 for travelling allowance by Rs. 100.

MR. S. J. NAIR :

259. To reduce the allotment of Rs. 1,250 for office expenses and miscellaneous by Rs. 5.

MR. K. KUNJUKRISHNA PILLAI :

260. To reduce the allotment of Rs. 6,730 for allowances, supplies, services and contingencies by Rs. 10.

MR. T. K. ALEXANDER :

261. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

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Motion 262

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Sir, I beg to move the following motion.

To reduce the allotment of Rs. 39,746 for direction by Rs. 5.

My object in moving this motion is to urge upon the Government the desirability of abolishing tolls. A resolution of this nature was moved and discussed on the floor of the last Legislative Council about six or seven years ago and was carried by a large majority. No action seems to have been taken on it so far by the Government. I can anticipate the difficulty of Government in this matter. They would come forward with the plea that they would be embarrassed by the loss of the revenue that is derived from the collection of tolls. I shall deal with that aspect later on. Firstly, I refer to the nature of this taxation on vehicles passing along roads, highways, channels, etc. Its very nature is objectionable. It is one of the elementary rights of the citizens to pass along roads and highways unobstructed by any authority. In so far as it affects, or attempts to impose restrictions upon, the free movement of vehicles, that is objectionable, in that it takes away the right of individuals to pass along roads. It is being recognised by all Governments and they are trying to abolish taxation on roads and highways. Recently, the Madras Government abolished this kind of taxation with effect from the beginning of the financial year 1931-32. Of course they have lost a good percentage of the revenue derived from tolls. The bodies that are primarily affected by these tolls are what are known as Local Boards. But to make up for the loss of revenue, the Government have resorted to taxation on motor vehicles by legislation. Bullock carts are exempted from the operation of the Act. I know there is considerable loss of revenue although they have resorted to this taxation. But their revenue from this source has been rising year after year. The revenue that is derived from tolls in our own State varies from 3 to 4 lakhs of rupees. Last year it was about Rs. 4 lakhs. In the coming year it is expected to yield a revenue of about Rs. 4 lakhs. In order to make up for the loss, I will suggest the imposition of a tax on motor vehicles primarily on the lines of the Act of the Madras Government.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur cum Pattanapuram*): May I know from the member whether taxation on vehicles in British India still continues or is abolished?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): It continues. I believe by adopting taxation on the lines of the Madras act, Our Government ought to be able to raise at least 70 to 80 per cent. of the revenue that is derived by way of tolls. Some 30 or 20 per cent. shortage in revenue is insignificant and the Government ought to be able to forego this amount in the interest of good traffic and convenience to the public. There is also another advantage in resorting to this taxation. In the present state of affairs, motor vehicles passing from British India into Travancore territory have to pay a small amount by way of

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tolls as they pass through particular toll gates. Travancore motor cars passing through British India have to pay the tax in a lump sum for the whole quarter. We are now labouring under a disadvantage by the taxation adopted in British India. Travancore motor cars passing into British territory have to pay the full amount of tax leviable for a quarter. What I wish to say is, cars coming from British India to Travancore must also be subject to this form of taxation. That will yield a substantial income.

As I said in the beginning, the very nature of the tolls is objectionable. Many countries have abolished tolls, and are resorting to taxation on vehicles. Government should not be obsessed by the fall in revenue. What I urge upon the Government is to adopt some sort of taxation, on the lines of the Madras Act, on motor vehicles primarily and to abolish the tolls. With these few remarks, I move the motion for acceptance by the House.

PRESIDENT: Mr. Krishna Menon, do you wish to speak on this motion because you have a similar motion further down the list?

MR. K. P. KRISHNA MENON (*Parur*): This is not a new question. During the last Council this question was discussed at great length. Government do not adhere to the recommendations made by responsible bodies. This system of taxation affects motor owners to a very great extent. In the neighbouring State of Cochin, one has to pay toll only once every day in any one part of the State and can then travel, free, throughout the State that day.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Is it not because the area that one can travel there is comparatively small?

MR. K. P. KRISHNA MENON (*Parur*): That is no argument. Further considering the huge amount realised by Government by way of tolls, the roads here are not being properly maintained. I would submit, Sir, that, even if tolls are not abolished altogether, at least the concession allowed in the sister State of Cochin must be allowed here also. As I said, once a toll is paid in one toll gate in Cochin State, no other toll need be paid anywhere else on that day. Here if we have to travel from Trivandrum to Parur, we have to pay tolls in five or six places; that, at least, must be put an end to.

With these words, I support the motion.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): I support the motion.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): I am not able to hear, Sir.

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): I am thankful to the member; I thought my voice was sufficiently loud; I am prepared to talk a little louder.

Sir, this question of abolishing the tolls is a very delicate question; because, on the one side we find new items of expenditure cropping up and on the other side we are suggesting the abolition of certain items

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[Mr. T. K. Velu Pillai.]

of revenue. Politics, it has been said, Sir, is a series of compromises. Therefore we are obliged to compromise between these two opposing positions here also. These tolls are really very inconvenient. Any one who has toured the country, in his own car or in a bus, would have noticed how much time he had to waste, sometimes in getting the bamboo, put across the road at the toll gates, removed and at other times, if it happens to be night, in waking up the unfortunate suffering individual who keeps the toll gate. Sir, even a gate keeper must have some little sleep. I do not grudge him that sleep. But, it is positively troublesome to those who are obliged to wait for nearly half-an-hour until the dignitary at the gate wakes up and comes to the rescue.

Sir, I have been looking into this question for some time. I find that, so early as in 1042, Sir T. Madhava Rao, whose name is always remembered in Travancore as a great statesman, abolished a number of tolls and a number of taxes, about 110 in number. That abolition of tolls and taxes met with praise. But, in the succeeding 60 or 70 years, we have gone back to that position from which we find relief absolutely necessary. This payment of toll is a nuisance as has been felt by people everywhere. I do not want the Travancore Government to suffer any loss of revenue. Even this year, we have been asking for various concessions, for remissions and things like that. If one would consider the sum-total of these, he would find himself confronted with a serious difficulty in advancing this proposition. The revenue to Government from tolls is about four lakhs of rupees. This money has to be utilised for maintaining the roads in the State in good condition. Most of our roads are in disrepair; and the P. W. D. say that it is due to want of funds. Certainly, we do not want our roads to deteriorate further. We want more money to be expended on such works as the maintenance of roads. I am glad, Sir, that I am in a position to come forward with a definite proposal, namely that, instead of the toll, some method of taxing the vehicle must be devised. If that is done, it would be a great advantage conferred on a suffering people.

MR. K. GEORGE (*Chief Secretary to Government*): Will not the lump sum payment of a vehicle tax be felt as a greater burden than small occasional payments of tolls?

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): To a very large extent, I agree with my friend the learned Chief Secretary. But, I am not in favour of Mr. Krishna Menon's suggestion that one payment of toll in a day in one part of the country must make the passage of that vehicle absolutely toll free for that day through the country. That will be great injustice.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Injustice to whom, please, to the Government or to the owners of vehicles?

MR. T. K. VELU PILLAI (*Trivandrum-Urban*): Sir, injustice to the Government is as serious a matter as injustice to the people; and the context would show what I have in view. I am not now talking of the injustice done to the Government, but of the injustice done to the

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people. I think, Sir, that, without any loss to our revenue, we may be able to oblige the people by abolishing the tolls ; and one serious danger may be safely avoided, namely, the danger of cars coming in great speed and knocking at the bamboo always kept across the road at the toll gates. That often creates trouble. I am, therefore, glad to lend my support to Mr. Karayalar's motion, and my suggestion is that, while abolishing tolls, Government may think of a better and more equitable method of getting the same revenue.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*) : I support this motion. These toll-gates are a source of oppression to the poor cart-owners and a source of great irksomeness to car-owners. Very often, we have to wait long at these toll gates and thereby lose petrol and time. It is a great nuisance to be stopped at every 15 or 20 miles of our journey, when it is the natural desire of everybody, car-owners especially' to reach the destination as quickly as possible. As has been submitted, the abolition of tolls naturally involves substantial loss to the Government revenue. It is not fair to ask Government to forego the amount, especially in these days of financial stringency. As an alternative to these tolls, it has been suggested that a lump sum payment may be substituted. That may be all right so far the buses are concerned. But, it will be a great injustice to the car-owners who ordinarily ply within town-limits. At present, a car-owner has not got to pay more than two or three tolls in a month, whereas, if a lump sum vehicle tax is introduced it will be a great hardship to him, since if he is a resident in a town he has not got to use the roads in the country to any very great extent. I therefore suggest the imposition of a small tax on the petrol consumed. Car-owners will not feel the payment and everybody will be paying only in proportion to the use he makes of the road. And, now that the price of petrol has gone down, nobody can grudge this, especially since the tolls are to be abolished.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*) : Is not petrol an article imported into the State ?

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*) : I do not suggest any import duty, but only a small cess on the petrol consumed.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*) : How can the Government impose any further duty or cess on petrol ?

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*) : I do not know that ; that is a detail for the Government to work out. I do not think there is any great difficulty in imposing a small cess on the petrol consumed. I think that is the best way of recouping the loss of revenue that would be caused by the abolition of tolls.

MR. KAYALAM PARAMESVARAN PILLAI (*Additional Head Sirkar Vakil*) : A sort of license fee in proportion to the quantity of petrol consumed may be levied ?

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MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*): Something like that ; you may call it license fee, or cess ; I do not mind. That is for motor vehicles. In regard to the other ordinary vehicles in the country, tolls must be abolished altogether. That is my view.

MR. L. H. JACOB (*Ag. Chief Engineer*) : I must confess, Sir, this question of tolls is one which I have not looked into carefully in all its aspects. I cannot, therefore, do full justice to the pros and cons of the question. But, looking at it from a practical point of view, as members have stated, we have to bear in mind the revenue we are getting from tolls. We are now getting about four lakhs of rupees. It is not therefore a trivial matter. It is certainly a difficult problem for Government to find out an equitable alternative form of taxation on vehicles in order to bring in this revenue. In the Madras Presidency, they abolished tolls and introduced motor vehicles taxation in 1931. From what one hears of the working of the Act there, it seems that change was brought in a rather hasty manner. At present, buses pay Rs. 10 per person per quarter, so that a ten-seater bus will have to pay Rs. 100 per quarter as vehicle-tax. That, I think, is a large amount for bus owners in Travancore to pay down in a lump. Even in British India, so far as I am aware, the bus-owners find it extremely difficult to make this lump sum payment in addition to the municipal taxes.

Therefore, Sir, this is a matter which requires careful consideration at the hands of Government. We cannot take any hasty action. As we understand that there is the possibility of the law being revised in British India and tolls being resorted to again, it seems wise that we wait and see what arrangement they evolve there. Though we all complain of the nuisance of having to stop at every toll gate, from my experience, I find that one does not have to wait long if one has the dues ready.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI (*Kunnattur* cum *Pattanapuram*) : May I point out to the Chief Engineer that, in the cases of tolls, his case is different from ours ?

MR. L. H. JACOB (*Ag. Chief Engineer*): Sir, I have also had to pass through all toll gates where I have had to pay; and I was not delayed much. I do not think that we should press that matter any further.

MR M. SIVATANU PILLAI (*Tovala*): May I know whether the P. W. D. officers are exempted from paying tolls ?

MR. L. H. JACOB (*Ag. Chief Engineer*): They are exempted in their own jurisdiction.

MR. M. SIVATANU PILLAI (*Tovala*) : May I know whether Police Officers are also exempted from paying tolls ?

MR. L. H. JACOB (*Ag. Chief Engineer*): That is allowed in the rules. This does not affect the whole collection.

MR. T. K. VELU PILLAI (*Trivandrum—Urban*) : Cannot a man who goes without paying the tolls be prosecuted ?

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MR. L. H. JACOB (*Ag. Chief Engineer*) : Yes.

MR. T. K. VELU PILLAI (*Trivandrum—Urban*) : In that case will the Chief Engineer see that the roads are not obstructed by placing bamboos across the road as is being done now ?

MR. L. H. JACOB (*Ag. Chief Engineer*): We *have* to do something to prevent people running through without paying tolls. A bamboo pole is an effective arrangement for that and is being allowed to be used by the toll gate contractors. I admit that this is a small source of annoyance to the general traffic, but it does not cause very great hard ship in passing the toll gates. I may say that this question is still under the consideration of Government so as to see what best could be done. We are trying to collect figures of the actual number of vehicles that are taxable. It is not an easy thing. I understand from the Commissioner of Police that the total number of buses now running is only 912. If we are to raise the revenue of Rs. 4 lakhs from amongst them, I am afraid they will find it very much more difficult to pay than paying the tolls.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : Have the number of bullock-carts increased ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I cannot say that. I suppose they might have increased.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : Does not the Government levy a toll on bullock-carts ?

MR. L. H. JACOB (*Ag. Chief Engineer*): I cannot say that. I suppose they might have increased ?

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : May I know whether the Government will consider the question of the abolition of tolls in regard to these bullock-carts ?

MR. L. H. JACOB (*Ag. Chief Engineer*): The whole question is under consideration.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : Have Government been increasing the number of tolls during the period they were considering this question ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : We have increased tolls in order to tap all the traffic so that every one will pay his share.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : May I know whether the consideration is progressing against the interests of the people or in support of the interests of Government ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : It is only in the interests of the people that we get the money.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*) : Is it in the interests of the people to increase the number of toll gates ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : It is only fair that every body should pay his share.

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MR A. THANU PILLAI (*Trivandrum—Rural*) : Has the member any idea of the proportion of the tolls paid by vehicles other than motor cars ?

MR. L. H. JACOB (*Ag. Chief Engineer*) ; I have not got any figures.

MR. A. THANU PILLAI (*Trivandrum-Rural*) : Has the member got any approximate idea ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I cannot say.

So, Sir, I request the House to consider this matter very carefully and leave it in the hands of Government to see what best could be done. We do not want toll gates if we can find any other way of raising that revenue. We should certainly think over that matter and, if it is practicable, some other method of taxation will be adopted. It has not been allowed to rest and is still being considered and it is better to wait and see the results of what is being done in British India where it is admitted that the present method of collecting this revenue is quite unsatisfactory. I think many of the District Boards and Local Boards are complaining that they are not getting the funds from Government which were promised to them.

MR. R. SAMBASIVA AIYAR (*Kunnatnad II*) : Are there tolls in European countries ?

MR. L. H. JACOB (*Ag Chief Engineer*) ; I do not think there are many. The conditions there are very different from here. There you will find hundreds of cars following behind you and you cannot stop every body to pay tolls without causing congestion of traffic. Here the difficulty is not great in that respect.

MR. N. E. VARUGHESE (*Tiruvalla I*) ; ചന്തസ്ഥലങ്ങളിൽ സാമാനങ്ങൾ വില്ക്കാൻ പോകുന്ന ഭാരവണ്ടികൾ സാധാരണയായിപോയിക്കൊണ്ടിരിക്കുന്നതു് രാത്രിസമയത്തല്ലേ?

MR. L. H. JACOB (*Ag. Chief Engineer*) ; Yes. Many of them do.

MR. N. E. VARUGHESE (*Tiruvalla I*) : ഒട്ടുവളരെ ഭാരവണ്ടികൾ രാത്രി ടോൾഗേറ്റിൽ ചെല്ലുന്നതുകൊണ്ടു് എല്ലാവണ്ടികളേയും വെളിച്ചമാകുന്നതുവരെ ടോൾഗേറ്റു് കൺട്രാക്ടർമാർ നിർത്തിക്കൊണ്ടിരിക്കുന്ന പതിവുണ്ടെന്നു മെമ്പർക്കു് അറിയാമോ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I do not know. If those complaints come to the notice of the Department, we have means of taking action to punish the contractors.

MR. N. E. VARUGHESE (*Tiruvalla I*): ടോൾകൊടുക്കുന്ന സംഗതിയിൽ ദിവസം കണക്കാക്കുന്നതു് രാവിലെ ആറുമണിമുതൽ പിറേദിവസം രാവിലെ ആറുമണിവരെയല്ലേ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : അതെ.

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MR. N. E. VARUGHESE (*Tiruvalla I*) : രാത്രി ടോൾ കൊടുത്തു കടത്തിവിട്ടാൽ ചന്തയിൽനിന്ന് സാമാനവും വാങ്ങിച്ചുകൊണ്ട് തിരിയെ വരുമ്പോഴും ടോൾകൊടുക്കേണ്ടതായ ഒരു പ്രയാസം ഈ വണ്ടിഉടമസ്ഥന്മാർക്ക് നേരിടുന്നില്ലേ ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I will enquire into it.

MR. N. E. VARUGHESE (*Tiruvalla I*): അങ്ങിനെ വരുന്നതിന് ഇടയില്ലേ? അഞ്ചുനാഴികവെളിച്ചത്തിന് ഈ വണ്ടികടത്തിവിടണമെങ്കിൽ നാലു ചക്രംകൊടുക്കണം. ആ സമയത്തു വാങ്ങിക്കുന്ന ടോൾപാസ്സ് തിരിയെവരുമ്പോൾ ഉപയോഗിക്കുന്നതിനു പാടില്ല. നേരം വെളുക്കുന്നതോടുകൂടി ആപാസ്സിന്റെ കാലാവധി തീരുന്നു. ഇതുനിമിത്തം ഈ നാട്ടിലെ ഭാരവണ്ടിക്കാർക്ക് പ്രയാസം നേരിടുന്നു എന്ന് മെമ്പർക്ക് അറിയാമൊ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : Well there might have been cases like that. But we had not any complaints.

MR. N. E. VARUGHESE (*Tiruvalla I*) : അതിനെപ്പറ്റി അന്വേഷിക്കാൻ ഒന്നും ഇല്ലല്ലൊ. അഞ്ചുനാഴികവെളിച്ചത്തിന് നാലു ചക്രംകൊടുത്തതിന്റെഫലം നേരംവെളുക്കുമ്പോൾ തീർന്നുപോകുന്നു. നേരം പുലർന്നാൽ വീണ്ടും നാലു ചക്രം കൊടുക്കാതെ ടോൾ കടക്കാൻ സാധിക്കുകയില്ല. അതു നിമിത്തം സാധുക്കളായ ഭാരവണ്ടിക്കാർക്കു പ്രയാസവും സങ്കടവും ഉണ്ടെന്നുള്ള വിവരം മെമ്പർ ധരിച്ചിട്ടുണ്ടോ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I cannot say.

MR R. SAMBASIVA AIYAR (*Kunnatnad II*): Sir, I rise to a point of order. That question does not arise.

MR. L. H. JACOB (*Ag. Chief Engineer*): I do not think they have to pay any toll.

MR. N. E. VARUGHESE (*Tiruvalla I*) : ഭാരവണ്ടികൾ സഞ്ചരിക്കുന്നതു രാത്രിയിലാണെന്ന് സമ്മതിച്ചിരിക്കുന്നസ്ഥിതിക്ക് വളരെ അധികം വണ്ടികൾ ഇരട്ടി ടോൾ കൊടുക്കേണ്ടിവരുന്നു എന്നറിയാമോ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : I will enquire into it and redress those grievances.

MR. N. E. VARUGHESE (*Tiruvalla I*) : ഈ പ്രയാസം വിചാരിച്ചു ടോളിൽ വരുന്ന സകലവണ്ടികളേയും നേരംവെളുക്കുന്നതുവരെ നിറുത്തിവരുന്നു എന്നറിയാമൊ?

MR. L. H. JACOB (*Ag. Chief Engineer*) : There have been no complaints of that nature.

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MR. N. E. VARUGHESE (*Tiruvalla I*): സാധുക്കളായ ഭാരവണ്ടി ക്കാരെ സംബന്ധിച്ച ടോൾ ഫീസ് കൊടുക്കുന്ന സമയംമുതൽ ഒരു മണിക്കൂർ സമയത്തേക്കു ഉപയോഗിക്കാമെന്നു അനുവദിച്ചുകൊടുക്കുന്നതിനു ബുദ്ധിമുട്ടുണ്ടാകുമോ?

PRESIDENT: I think time is getting on for Mr. Karayalar to answer.

MR. L. H. JACOB (*Ag. Chief Engineer*): I will just say that the matter is under the consideration of Government and I hope Mr. Karayalar will withdraw his motion.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Sir, at the very outset I stated that the form of taxation is objectionable in its very nature. I did not hear the Chief Engineer on this point as to whether it is really objectionable or not. I take it therefore that he agrees with me on the point that it is objectionable in its nature. The only thing that worries him is the loss of revenue that may be occasioned by abolition of tolls. I have already suggested an alternative form of taxation to raise the revenue to make up the loss. I did not hear his answer on that point.

Then he referred to the inconvenience that would be caused to the bus owners and others. That is a matter for us to express an opinion on. We on this side of the House agree—I did not hear any opposition—that, in the larger interest and for the convenience of the public as a whole, this form of taxation should go and an alternative form of taxation be adopted. I can see that it may cause hardship in individual cases. But we have to look to the convenience of the public as a whole and not to that of a small body of car owners. Even then it is a matter of detail to be worked out, when the actual scheme is put forward. I do not think that any objection has been raised against the principle involved in the abolition of tolls and in the alternative form of taxation. If I had heard any objection to the principle involved in it, I should have seriously considered it and tried to meet it. But so long as there is no objection to the principle, the difficulties do not fall to be considered.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): What is the objection to the form in which this taxation is imposed? Will the member please explain?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I have done it already. I am sorry I cannot help the member now.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): The member was not sufficiently audible.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): When I moved the motion I did not see the member in his seat. He cannot certainly complain that I was inaudible.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Does the member agree that this taxation, that is at toll gates, is imposed only on vehicle owners?

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MR. S. CHATTANATHA KARAYALAR (*Shencotta*): Primarily on them.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): Does the member agree that these vehicle owners shall pay tax either at the toll gate or in a lump sum?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I have already explained that. Government have to resort to some sort of taxation.

MR. PUTHUPALLI S. KRISHNA PILLAI (*Quilon II*): I am not speaking about the Government. I am asking whether the member agrees that these vehicle owners shall pay something by way of tax.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I have already clearly explained that.

The Chief Engineer referred to certain difficulties experienced in the matter of enforcing the taxation on motor vehicles in British India. But they are all matters of detail and they do not affect the principle underlying the abolition of tolls. We shall benefit by the difficulties that they are experiencing in British India. We have only to profit by such difficulties and I hope that we shall be able to introduce a form of taxation which will avoid the difficulties that are being experienced in British India.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): May I know from the member whether he is agreeable to the position taken up by some of members who spoke on this motion that carts and vehicles other than motor cars may be allowed free of any tax?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): I agree to that. In fact that is what I have definitely suggested. I have suggested the adoption of an enactment on the lines of the British Indian Motor Vehicles Act, under which non-motor vehicles are exempt from taxation.

MR. K. KUNJUKRISHNA PILLAI (*Quilon I*): If the member agrees to that position, may I know from the member whether it may not be more convenient if the owners of motor vehicles pay the tax in instalments as they do at the toll gates rather than in a lump sum?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): No, under the British Indian enactment the tax is payable in instalments and not in a lump.

MR. R. SAMBASIVA AIYAR (*Kunntnad II*): May I know from the member whether the people in British India are not dissatisfied with the present arrangement?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*): There is also the counter-agitation. The general position is that the Government are in favour of the continuance of the present system of taxation on vehicles.

MR. A. THANU PILLAI (*Trivandrum—Rural*): Sir, is the member withdrawing the motion or is he pressing the motion to a division?

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MR. S. CHATTANATHA KARAYALAR (*Shencotta*) : Sir, whatever difficulties have been suggested on the floor of this House relate to matters of detail which can be worked out satisfactorily when the Bill comes before us and I do not think that any serious objection can be or has been raised to the abolition of tolls and to the adoption of a motor vehicles Taxation measure. On these grounds, I press the motion to a division.

PRESIDENT: I do not think you heard the Chief Engineer when he stated that the tolls were in themselves objectionable and that, if any alternative method were found practicable it would be adopted. Does that not meet your point ?

MR. S. CHATTANATHA KARAYALAR (*Shencotta*) : If the Government would seriously consider the question of abolishing tolls and exploring other avenues of raising the revenue, I have no objection to withdraw.

MR. L. H. JACOB (*Ag. Chief Engineer*) : Government will certainly consider the question and I may say that they are considering what can be done to abolish these tolls and resort to an alternative method.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*) : Can we expect anything at least in 1110 ?

PRESIDENT : He cannot speak about the future.

MR. S. CHATTANATHA KARAYALAR (*Shencotta*) : In view of the assurance that the Chief Engineer gives that the matter will receive due consideration and early attention I would like to withdaw the motion and I beg for leave to withdraw the motion.

The motion was by leave of the House withdrawn.

Motions No. 283 to 317.

The time allotted for the Demand having expired, the following motions lapsed : —

MR. A. S. DAMODARAN ASAN :

263. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. K. C. KARUNAKARAN :

264. To reduce the allotment of Rs. 39,746 for Direction by Rs. 100.

MR. K. C. KARUNAKARAN :

265. To reduce the allotment of Rs. 39,746 for Direction by Rs. 10.

MR. T. T. KESAVAN SASTRI :

266. To reduce the allotment of Rs. 39,746 for Direction by Rs. 2.

MR. K. P. KRISHNA MENON :

267. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. N. K. KRISHNA PILLAI :

268. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. K. KUNJUKRISHNA PILLAI :

269. To reduce the allotment of Rs. 39,746 for Direction by Rs. 10.

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MR. K. M. KURIAKOSE :
270. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. M. K. MADHAVAN PILLAI :
271. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. K. MAHOMED :
272. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. M. N. NAIR :
273. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. P. K. NARAYANA PILLAI :
274. To reduce the allotment of Rs. 39,746 for Direction by Rs. 10.

MR. P. K. NARAYANA PILLAI :
275. To reduce the allotment of Rs. 39,746 for Direction by Rs. 10.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI :
276. To reduce the allotment of Rs. 39,746 for Direction by Re. 1.

MR. T. P. VELAYUDHAN PILLAI :
277. To reduce the allotment of Rs. 39,746 for Direction by Rs. 10.

MR. T. P. VELAYUDHAN PILLAI :
278. To reduce the allotment of Rs. 39,746 for Direction by Rs. 10.

MR. A. S. DAMODARAN ASAN :
279. To reduce the allotment of Rs. 55,790 for salaries by Re. 1.

MR. K. A. NARAYANA PILLAI :
280. To reduce the allotment of Rs. 3,47,271 for establishment by Re. 1.

MR. PACODE A. NARAYANA PILLAI :
281. To reduce the allotment of Rs. 65,624 for travelling allowance by Re. 1.

MR. PACODE A. NARAYANA PILLAI :
282. To reduce the allotment of Rs. 65,624 for travelling allowance by Re. 1

MR. E. V. KRISHNA PILLAI :
283. To omit the allotment of Rs. 5,400 for Drainage Engineer.

MR. S. J. NAIR :
284. To omit the allotment of Rs. 3,000 for salaries.

MR. A. S. DAMODARAN ASAN :
285. To reduce the allotment of Rs. 2,52,366 for original works by Rs. 94,810.

MR. A. S. DAMODARAN ASAN :
286. To reduce the allotment of Rs. 2,52,366 for original works by Rs. 50,000.

MR. V. RAMAKRISHNA PANICKAR :
287. To reduce the allotment of Rs. 3,40,289 for original works by Rs. 5.

MR. K. SANKARAN :
288. To reduce the allotment of Rs. 3,40,289 for original works by Rs. 100.

MR. K. R. ELENKATH :
289. To reduce the allotment of Rs. 15,52,455 for Communications by Rs. 5.

MR. T. K. ALEXANDER :
290. To reduce the allotment of Rs. 25,42,003 for Executive by Re. 1.

MR. S. J. NAIR :
291. To reduce the allotment of Rs. 25,42,003 for Executive by Rs. 5.

MR. S. J. NAIR :
292. To reduce the allotment of Rs. 25,43,003 for Executive by Re. 1.

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MR. S. J. NAIR :
293. To reduce the allotment of Rs. 25,42,003 for Executive by Rs. 10.

MR. K. P. KRISHNA MENON ;
294. To reduce the allotment of Rs. 25,42,003 for Executive by Re. 1.

MR. N. K. KRISHNA PILLAI :
295. To reduce the allotment of Rs. 25,42,003 for Executive by Rs. 5.

MR. E. K. KUNJURAMAN :
296. To reduce the allotment of Rs. 25,42,003 for Executive by Rs. 10.

MR. K. M. KURIAKOSE :
297. To reduce the allotment of Rs. 25,42,003 for Executive by Re. 1.

MR. K. MAHOMED :
298. To reduce the allotment of Rs. 25,42,003 for Executive by Re. 1.

MR. KAINIKKARA M. PADMANABHA PILLAI :
299. To reduce the allotment of Rs. 25,42,003 for Executive by Re. 1.

MR. CHANGANACHERY K. PARAMESVARAN PILLAI :
300. To reduce the allotment of Rs. 25,42,003 for Executive by Re. 1.

MR. A. EASWARA PILLAI (*Kottarakara*) :
301. To reduce the allotment of Rs. 26,44,688 for Buildings, Communications, etc., by Rs. 100.

MR. E. V. KRISHNA PILLAI :
302. To reduce the allotment of Rs. 26,44,688 for Buildings, Communications, etc., by Rs. 10.

MR. K. KUNJUKRISHNA PILLAI :
303. To reduce the allotment of Rs. 26,44,688 for Buildings, Communications, etc., by Rs. 10.

MR. A. THANU PILLAI :
304. To reduce the allotment of Rs. 26,44,688 for Buildings, Communications, etc., by Re. 1

MR. KAINIKKARA M. PADMANABHA PILLAI :
305. To reduce the allotment of Rs. 1,06,905 for original works by Re. 1.

MR. T. K. ALEXANDER :
306. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Re. 1.

MR. P. CHIDAMBARAM PILLAI :
307. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Re. 1.

MR. K. R. ELENKATH :
308. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Re. 1.

MR. S. J. NAIR :
309. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Rs. 2.

MR. N. K. KRISHNA PILLAI :
310. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Re. 1.

MR. S. NILAKANTA PILLAI :
311. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Rs. 100.

MR. A. THANU PILLAI :
312. To reduce the allotment of Rs. 2,00,889 for Protective Irrigation by Re. 1.

MR. S. J. NAIR :
313. To reduce the allotment of Rs. 3,34,504 for Trivandrum Water Works by Rs. 2.

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MR. S. J. NAIR:

314. To reduce the allotment of Rs. 2,07,300 for the construction of a bridge at Neriamangalam across the Periyar by Rs. 3.

MR. S. J. NAIR:

315. To reduce the total allotment of Rs. 34,54,850 under Demand X by Re. 1.

MR. K. M. KRISHNAN:

316. To reduce the total allotment of Rs. 34,54,850 under Demand X by Re. 1.

MR. N. E. VARUGHESE:

317. To reduce the total allotment of Rs. 34,54,850 under Demand X by Rs. 10.

PRESIDENT: I put it that the Demand for Rs. 34,54,850 under Demand X—Public Works Department—be passed.

The grant was made.

PRESIDENT: The House will now adjourn till a quarter past two

The House adjourned at 1-35 P. M. and re-assembled at 2-17 P. M.

DEMAND XI—PUBLIC WORKS—ELECTRICAL DEPARTMENT.

MR. L. H. JACOB (*Ag. Chief Engineer*): Sir, I move for a grant not exceeding Rs. 14,82,717 for Public works—Electrical Department under Demand XI.

The following motions was not moved.

MR. A. S. DAMODARAN ASAN:

318. To reduce the allotment of Rs. 1,28,595 for Trivandrum Electric Supply by Re. 1.

Motion No. 319.

MR. A. THANU PILLAI (*Trivandrum-Rural*): Sir, I move that the allotment of Rs 1,28,595 for Trivandrum Electric Supply be reduced by Re. 1.

My object in making this motion is to bring to the notice of the House one specific direction in which the electric supply scheme can be made more useful. From the Report for 1107, which we were favoured with yesterday. I find, Sir, that Government are now making a profit of Rs. 53,725 on a total outlay of Rs. 6,36,000 which works out to about 8 1/3 per cent. I ask—have Government invested their money on any other concern at such a high rate of interest? Sir, to be brief, may I ask whether Government should not and would not be satisfied with a return of 5 per cent. on the outlay? The electric supply scheme was started, I believe, mainly with the object of lighting the streets of the city. We find many streets where posts are put up, and the wiring is done and electricity is supplied to private consumers but the streets are not lighted. It appears that the Government or the authorities concerned seem to take delight in allowing some parts of the town to be in darkness at night. My suggestion is this. It is a very workable and a reasonable suggestion Government may take about five per cent. on the outlay, that is after deducting all kinds of charges, working and depreciation charges. There will still be a surplus of over Rs. 20,000 per annum and this may be utilised for lighting

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